

Improvements in closed vehicle bodies

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Inventor:

Applicant: STANDARD MOTOR CO LTD;; REGINALD WALTER MAUDSLAY

Classification:

- **International:**

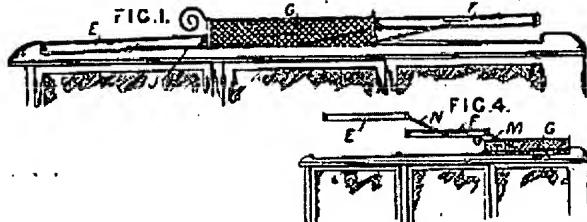
- **European:** B60J7/14

Application number: GB19210034627 19211223

Priority number(s): GB19210034627 19211223

Abstract of GB191272

191,272. Standard Motor Co., Ltd., and Maudslay, L. W. Dec. 23, 1921. Opening tops. In vehicles in which apertures in the roof normally are closed by removable lids, each lid is connected to the roof directly or indirectly by a system of links which control its motion between the open and closed positions. Apertures in the front and rear portions of the roof are closed by lids E, F, Fig. 1, each connected by parallel links J to a permanently closed central portion G, so that the lids fold one upon the other thereon. As shown in Fig. 4, the closed portion G is at the rear, and the near lid F is connected to it at each side by a single link M, the front lid E being connected to the lid F at each side by a similar link N.



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PATENT SPECIFICATION



191,272

Application Date: Dec. 29, 1921. No. 34,627 / 21.

" " May 10, 1922. No. 13,180/22.

One Complete Left: July 22, 1922.

Complete Accepted: Jan. 11, 1923.

PROVISIONAL SPECIFICATION.

No. 34,627, A.D. 1921.

Improvements in Closed Vehicle Bodies.

We, THE STANDARD MOTOR COMPANY LIMITED, a British company, and REGINALD WALTER MAUDSLAY, a British subject, both of Cash's Lane, Coventry, 5 Warwickshire, do hereby declare the nature of this invention to be as follows:—

This invention relates to closed bodies such as are used on vehicles, generally 10 motor vehicles, and it relates more specifically to the type in which the roof is a permanently closed structure, and it has for its object to provide a simple means for opening up the roof to obtain 15 increased ventilation in hot weather, and to provide, when the windows are lowered, almost the effect of an open vehicle.

According to this invention, one or 20 more apertures are formed in the roof normally closed by detachable lids, and each lid, when removed, is adapted to be held down on to a closed part of the roof. For example, there may be an aperture 25 for the front and another for the rear of the roof, and the two lids are adapted to pack one above the other over the intermediate closed space.

In the preferred construction, each 30 aperture is rectangular and one is arranged over the front seats and the other over the rear seats. Each aperture is surrounded by a flange or wall to prevent leakage of water into the interior, 35 and each lid is similarly flanged at the

edge so as to form a box lid fitting outside the flange around the aperture.

Each lid has attached at each longitudinal side a pair of parallel links, and the lid or the links are acted upon by 40 springs which normally hold the lid down in place over its aperture. To open the aperture the lid can be raised and moved to the other extreme position permitted by the parallel links, when it will be held 45 down by the same spring or springs on to the closed part of the roof intermediate of the apertures. One lid, preferably the front one, closes down on to the roof, and the back one shuts on to, and if necessary 50 fits over, the front lid, when both apertures are exposed.

If desired, any suitable clamping device may be used to hold the lids in either their normal or open positions, in 55 order to prevent rattle, and to conceal the lids when they are open the space between the apertures may be surrounded by a kind of luggage rail, which may be a dummy or may be adapted to receive 60 luggage.

By this means it is possible to provide considerable openings in the roof in an extremely simple manner.

Dated this 22nd day of December, 1921. 65

ERIC W. WALFORD,

Fellow of the Chartered Institute of

Patent Agents,

18, Hertford Street, Coventry,

Agent for the Applicants. 70

PROVISIONAL SPECIFICATION.

No. 13,180, A.D. 1922.

Improvements in Closed Vehicle Bodies.

We, THE STANDARD MOTOR COMPANY LIMITED, a British company, and REGINALD WALTER MAUDSLAY, a British subject, both of Cash's Lane, Coventry,

75 Warwickshire, do hereby declare the nature of this invention to be as follows:—

This invention relates to closed bodies

[Price 1/-]

such as are used on vehicles, generally motor vehicles, and it has for its object to provide a modification of the type referred to in our pending Provisional Specification No. 34,627, filed on the 23rd December, 1921.

In some cases it is preferable that the whole of the front portion of the roof should be capable of being opened, and by the present invention this is rendered possible in a simple manner.

Accordingly, there are two apertures, one over the front of the roof and one over the centre (or there may be one long aperture extending from the front for about two-thirds of the way along), and two detachable lids are provided to close these apertures, the rear lid of the two being connected by links so that it can be moved upwards and backwards over the closed rear portion, and the front lid is similarly connected by links to the rear lid.

Thus, if it is desired to open only the front portion of the roof, the front lid is raised at the back and moved about its

links so that it slides backwards and eventually downwards on to the second lid, where it can be fixed in any suitable manner.

To open the central aperture, as well, the rear lid is moved backwards in a similar manner taking with it the front lid, so that the two lids are eventually stacked one above the other over the closed rear portion.

If desired, each lid may be provided with two links at each side so as to move always in parallel lines, but this is not essential, and there may be only one link at each side pivoted to, or close to, the rear corner only of each lid.

By this means the front and central part of the roof can be opened and closed at will.

Dated this 9th day of May, 1922.

ERIC W. WALFORD,
Fellow of the Chartered Institute of
Patent Agents,

18, Hertford Street, Coventry,
Agent for the Applicants.

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COMPLETE SPECIFICATION.

Improvements in Closed Vehicle Bodies.

We, THE STANDARD MOTOR COMPANY LIMITED, a British company, and REGINALD WALTER MAUDSLAY, a British subject, both of Cash's Lane, Coventry, Warwickshire, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to closed bodies such as are used on vehicles, generally motor vehicles, of the kind wherein substantial apertures are formed in the roof which are normally closed by lids, the lids being capable of being removed to provide considerable ventilation in hot weather.

The object of the invention is to provide a construction wherein the lids can be very easily handled.

According to this invention, each lid is connected directly or indirectly with the roof of the vehicle by a system of links, which control its movement from its normal closed position to the position it is required to occupy when the aperture is open. Thus each lid may have attached to each longitudinal side either a single link or two arranged in parallel.

Each lid may be linked separately to the roof, or one lid may be linked to another which in turn is linked to the roof.

In the accompanying drawings, Figure 1 is a side elevation of part of

a closed vehicle body constructed in accordance with this invention, one lid being shown partly raised, and each lid being connected with the roof by a pair of parallel links at each side.

Figure 2 is a plan of the same showing both apertures uncovered, whilst

Figure 3 is a side elevation of the same.

Figure 4 is a side elevation on a smaller scale, showing a modified method of carrying out the invention, and

Figure 5 is a similar view showing both lids completely removed from their apertures.

Like letters indicate like parts throughout the drawings.

In the construction shown in Figures 1, 2 and 3, the roof A is formed with a front aperture B and a rear one C, each being preferably rectangular and surrounded at one or more sides with a flange such as is indicated at D; the object of the flange being to prevent draughts or water entering the body. Each aperture is normally closed by a lid such as E or F, the lid having flanged edges adapted to be outside the flanges D so as to make a draught and water-tight joint.

The apertures are shown as being arranged one in the front and the other in the rear, but they may be otherwise arranged. In this case the two lids E and F are adapted to be stacked over the permanently closed part G of the roof, around which may be arranged a rail H.

which may be a dummy luggage rail, or the fixed portion G may be provided to receive luggage when the apertures are closed.

5 Each lid is connected with the roof at each side by a pair of parallel links J, and it will be clear that these links allow the lids to move only in the manner required from their closed positions to 10 ones in which they are stacked one above the other, as shown in Figures 2 and 3.

Thus to open an aperture it is merely necessary to release any retaining device which may be employed to hold the corner 15 responding lid in its normal position, and push the lid upwards and towards the part G. The links J will compel the lid to travel in the proper direction and manner, so that the operation of the lids can 20 be effected very easily.

When the lids are in position, the upper one may be held down by a spring retaining device such as that shown at L, which resembles somewhat the bonnet 25 catch used on motor vehicles. The details of this form no part of the invention.

It is not essential that each lid should 30 be connected with the roof by a pair of parallel links. As is shown in Figure 4, the lid F is connected at each side with the roof by a single link M which permits it only to move from its normal position where it closes the aperture C, to a position above the fixed portion G of the roof, 35 as is shown in Figure 5. Where the apertures B and C are both arranged towards the front or towards the rear of the roof, the one lid E may be connected by links N to the other lid F. Thus it 40 is possible to open up only the front aperture B by pushing upwards and backwards the lid E which then moves in a curved path and drops on to the lid F where it can be held by any suitable 45 catch. To open up the aperture C the combined lids E and F are then moved backwards on to the roof portion G, as is shown in Figure 5.

The lids E and F are shown in Figure 50 4 as being lifted bodily and moving in parallel paths, but it will be clear that it is not necessary that the weight of the

whole of the lid should be taken during movement, as the corners E² and F² can be arranged to slide along the roof whilst the rear corners move in curved paths under the control of the links M and N. By this means a neat appearance is obtained, very considerable opening up of the roof can be effected, and the operation, owing to the employment of links, can be carried out without difficulty.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. In a body of the kind referred to, the employment of one or more lids each connected directly or indirectly to the roof by a system of links, such as J, or M or N, substantially as and for the purpose described. 70

2. In a body as claimed in Claim 1, attaching each lid to the roof by a pair of parallel links at each side, substantially as described. 75

3. In a body as claimed in Claim 1, attaching each lid to the roof by a single link at each side, substantially as described. 80

4. In a body as claimed in Claim 1, the combination with one lid connected to the roof by a system of links, of a second lid connected to the first by a system of links, substantially as described. 85

5. In a body as claimed in Claim 1, providing an aperture on each side of a central fixed roof portion such as G, upon which either or both lids can be fixed, substantially as described. 90

6. The complete body for a motor vehicle substantially as described or illustrated in Figures 1 to 3, or in Figures 4 and 5, of the accompanying drawings. 95

Dated this 21st day of July, 1922.

ERIC W. WALFORD,
Fellow of the Chartered Institute of
Patent Agents,
18, Hertford Street, Coventry,
Agent for the Applicants.

[This Drawing is a reproduction of the Original on a reduced scale.]

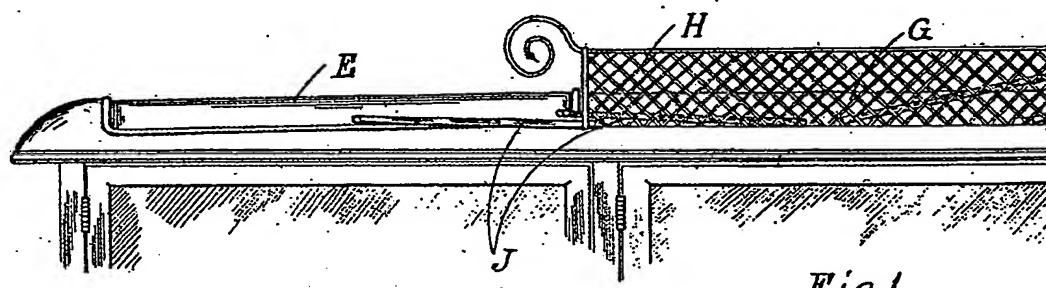


Fig. 1.

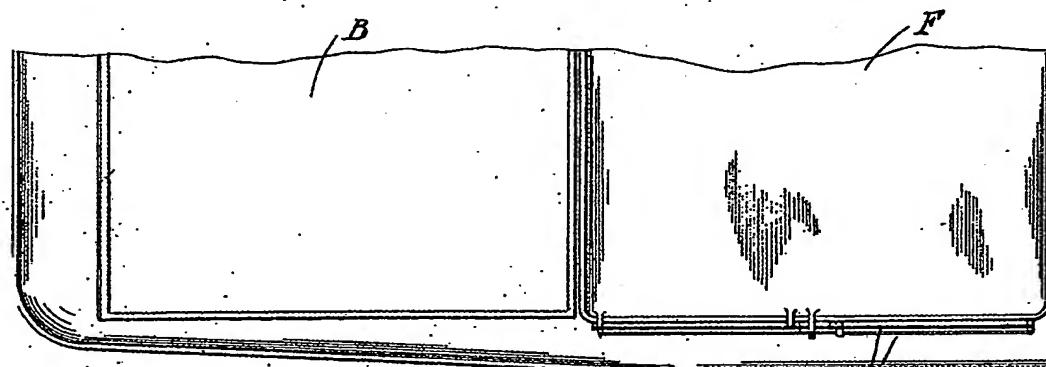


Fig. 2.

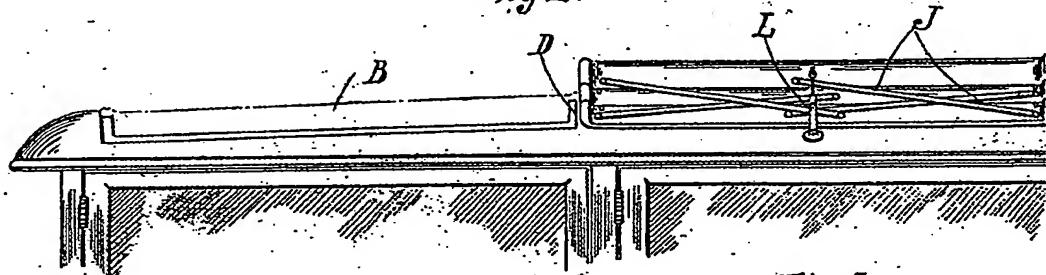


Fig. 3.

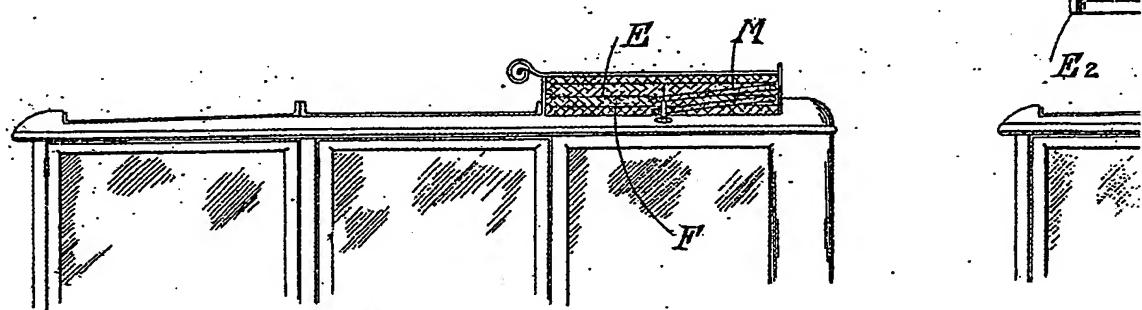


Fig. 5.

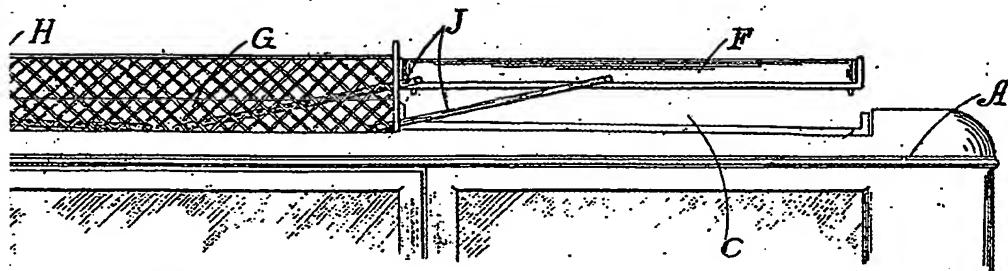


Fig. 1.

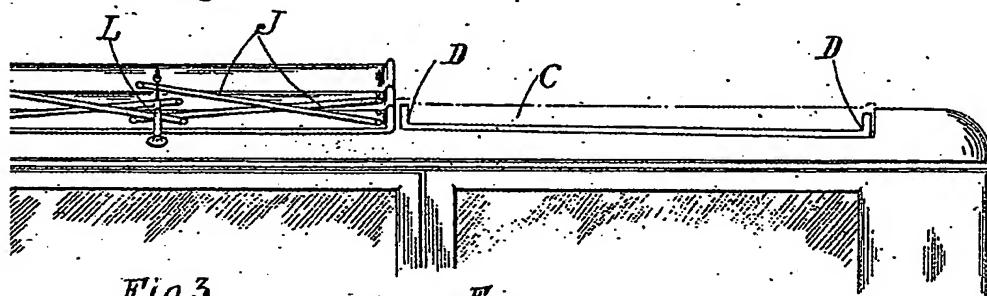
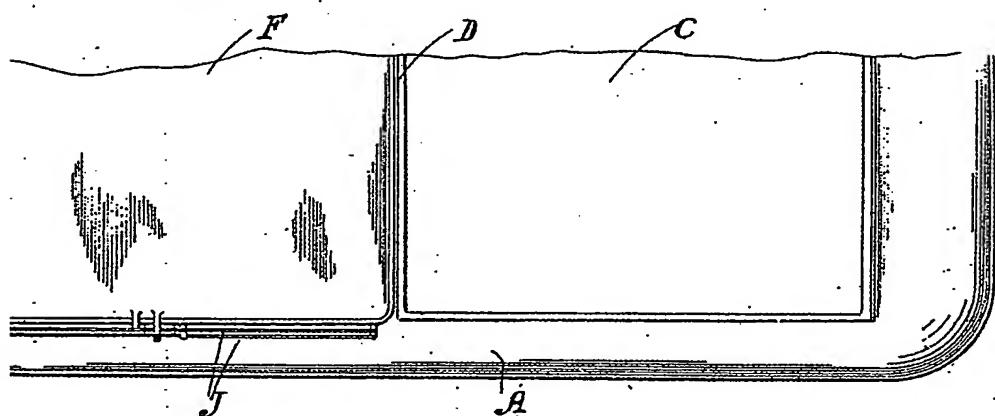


Fig. 3.

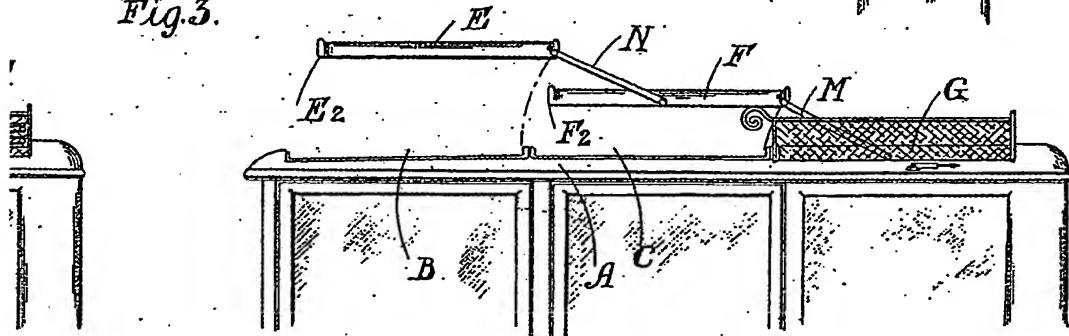


Fig. 4.

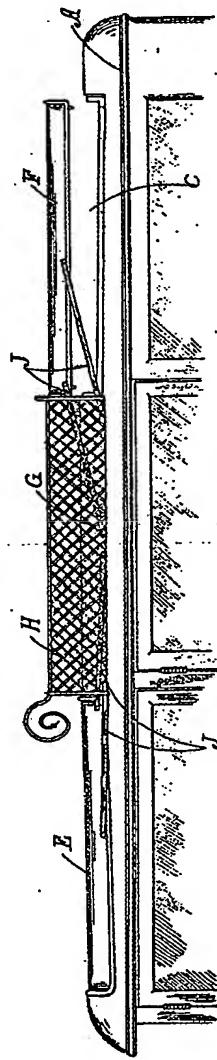


Fig. 1.

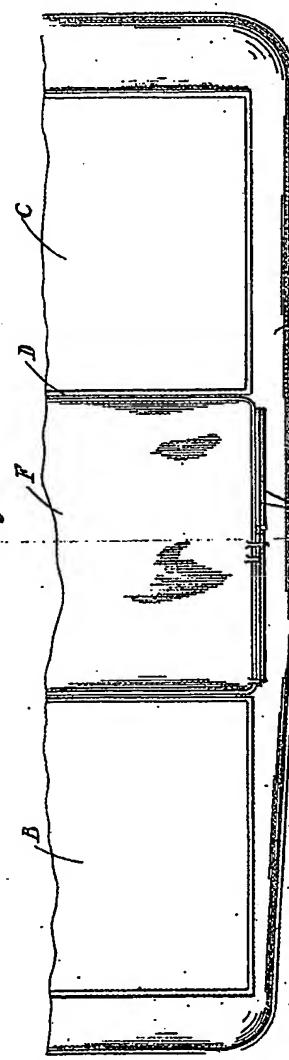


Fig. 2.

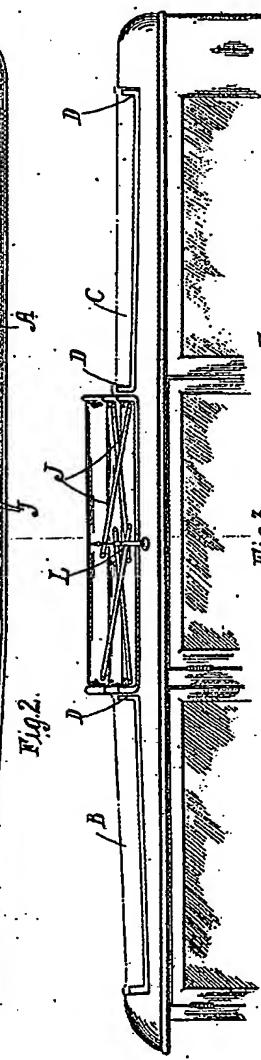


Fig. 3.

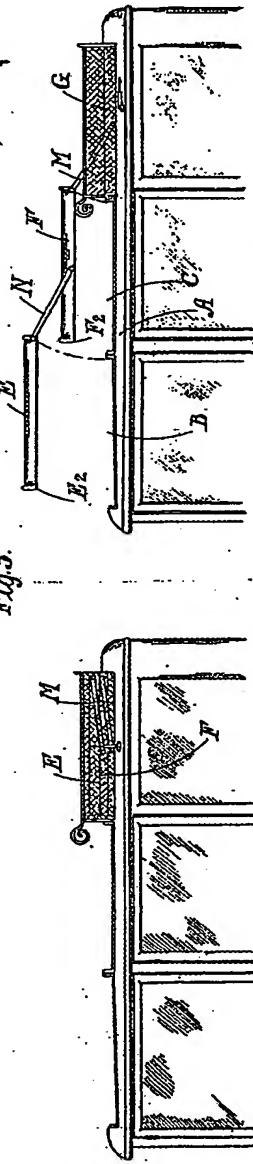


Fig. 4.



Fig. 5.

[This Drawing is a reproduction of the Original on a reduced scale]

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